

AMONG THE AUTOMOBILISTS

EVENTS FOR TWO DAY MEET AT BRIGHTON.

Recently Race a feature of the first installment. Amateurs to drive on July 4. A Route to Buffalo. Titled Roads and their effect on the sparrows.

The list of competitors for the automobile race meet, that is to be held at Brighton Beach on July 3 and 4 has been made public. On July 3 one feature will be what is called a novelty race. Fully equipped touring cars are eligible to this. The driver must go the first mile alone. Then he has to pick up four passengers, drivers and carter, then a mile, dropping them the third mile, picking them up again in the fourth and finishing the fifth and concluding mile of the race alone.

If it is possible to get it the Henry Grand Brassard will be contested for both days, the first heat of a free for all at either three or five miles being run the first day and what other heats may be necessary on July 4. If the Henry trophy is to be had a money prize will be put up.

For the first day the events in addition to the novelty race are these:

Division 20—Non stock, 161 to 230 inches displacement. Distance, five miles.

Division 21—Non stock, 231 to 300 inches displacement. Distance, five miles.

Class 22—Non stock, 301 to 450 inches displacement, 1,600 pounds minimum weight. Distance, five miles.

Class 23—Non stock, cars 600 inches displacement and less, with minimum weight of 2,100 pounds. Distance, five miles.

Class 24—Free for all handicap, open to all cars entered in this meet regardless of class. Non stock. Distance, five miles. Cars will be handicapped according to their performance in this meet.

Class 25—Non stock, free for all open race. Distance to be not less than three miles or more than five miles. This event to be the best of three heats. First heat July 3, with a flying start. Final heat July 4. For the Henry Grand Brassard and trophy.

Class 26—Non stock, for cars 600 inches displacement and less with a minimum weight of 2,100 pounds. One hour race. Prize, the W. B. trophy.

Handicap trials—One mile, by Burman and others.

Division 30—Non stock, 231 to 300 inches displacement. Distance, five miles.

Class 31—Non stock, 301 to 450 inches displacement, 1,600 pounds minimum weight. Distance, five miles.

Class 32—Non stock, cars 600 inches displacement and less with a minimum weight of 2,100 pounds. Distance, 10 miles.

Class 33—Non stock, free for all. Australian pursuit race. Cars shall be started at equal distances apart on the track, as soon as a car is caught and passed six inches by the car from the rear, the car so passed shall be counted out of the race. In case only two cars are left after twenty five miles, have been covered. It shall be optional with the referee to nominate a winner.

Class 34—Non stock, cars 600 inches displacement and less with a minimum weight of 2,100 pounds. Distance, 30 miles.

The novelty race, the Australian pursuit match and the fact that there is an event for amateur drivers are good points. There should be more races for amateurs if they can be got to enter. This is, it is generally believed, the way to make racing a democracy.

Some of the things that motorists have to look out for that may happen to them are shown in the items covered by insurance policies. These policies are designed to give full insurance coverage in storage or on road, collision insurance, damage to other property, liability insurance, property of others, burglary and theft insurance, hazards of marine transportation, and indemnity for death and disability insurance for owner of car, liability due to injuries or death caused by car to persons or property, full coverage for defending all suits, groundless or otherwise.

Motorists who may be interested in a report of recent data made for the Bureau of Roads of the Automobile Club of America, New York, Albany, is reported as good, with the exception of a rocky stretch between Walden and Suffern.

The way between Suffern and Walden, crossing the bridge to take the first right fork leads to a gray house in the center of the road, the station at the end of the road. There a left turn is to be made, leading through the bushes, past a right turn brings the motorist back to the main road.

At Suffern it is best to cross by ferry to Fishkill Landing and continue north on the Fishkill road. The road from Fishkill Landing to Poughkeepsie is first class.

At Poughkeepsie a detour is recommended. After crossing the railroad to the north and the town of Poughkeepsie, the motorist is advised to continue on straight up grade for a quarter of a mile and then turn left at the first corner, winding direct road to its junction with a dirt road. Passing the schoolhouse, a turn sharp right up hill on macadam is made to Red Hook.

Just beyond Red Hook, a turn sharp right up hill on macadam is made to Red Hook. The road from Red Hook to the lake two miles north, a small village, is a good road, and for the present motorists will find it more convenient to continue on the road to the lake than to take the road going northwesterly into Hudson.

Between Hudson and Albany the road is good, and for the present motorists will find it more convenient to continue on the road to the lake than to take the road going northwesterly into Hudson.

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